

**BY ORDER OF THE COMMANDER
GRAND FORKS AIR FORCE BASE**

**GRAND FORKS AIR FORCE BASE
INSTRUCTION 91-212**

12 SEPTEMBER 2011

Safety



**BIRD/WILDLIFE AIRCRAFT STRIKE
HAZARD (BASH) PLAN**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Col Scott Rizer)

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This instruction implements the BASH program required by AFI 91-202, *The US Air Force Mishap Prevention Program*. It provides a base program to minimize bird strikes to aircraft by identifying hazards and applying risk controls to eliminate or lower the risk of bird strikes, as discussed in AFPAM 91-212. Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW with the Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This document has been revised to reflect the wing's mission change. Taskings for 319 ABW/CP have changed (2.3.2., 2.3.3., tasks modified, 2.3.4., 2.3.5., 2.3.6., new tasks). Taskings for 319 OSS/CC have been modified (2.7.1., 2.7.3.). Taskings for 319 OSS/OSAA have been refined/added (2.7.1, 2.7.3., 2.7.4. 2.7.6., 2.7.7.) Tasking for 319 SFS added (2.13.).

1. GENERAL INFORMATION

1.1. Overview

1.1.1. A bird/wildlife aircraft strike hazard exists at Grand Forks AFB and its vicinity due to resident and migratory bird/wildlife species. Daily and seasonal bird movements

create various hazardous conditions. This plan establishes procedures to minimize the hazards at Grand Forks AFB. A variety of techniques and organizations are involved in the control of the BASH program. This plan is designed to:

1.1.1.1. Establish a Bird Hazard Working Group and designate responsibilities to its members.

1.1.1.2. Establish procedures to identify high hazard situations, alert supervisors and aircrews, and provide guidance and an effective process to limit or discontinue flying operations when warranted.

1.1.1.3. Establish aircraft and airfield operating procedures to avoid high-hazard situations.

1.1.1.4. Provide means of disseminating bird hazard information and procedures for bird avoidance to all assigned and transient aircrews.

1.1.1.5. Establish procedures and guidelines to decrease airfield attractiveness to birds IAW AFI 32-7064.

1.1.1.6. Provide guidelines for dispersing birds when they congregate on the airfield.

1.1.2. Airfield and local area maps include a detailed description of the base and its surroundings. This information is available in the Integrated Natural Resources Management Plan through 319 CES/CEAN, DSN 362-4774 / Commercial 701-747-4774, and covers the following areas: base location (county, state), base size (acre), base elevation, general topography (significant terrain features, rivers, lakes, ponds, and developed areas), landfill locations, sewage ponds, golf course, and other significant bird attractions.

1.2. Execution

1.2.1. Concept of Operations.

1.2.1.1. Reducing the bird strike hazard at GFAFB requires a cooperative effort between several base organizations. The OPR for coordinating this plan is the 319 ABW/SEF.

1.2.1.2. Bird Hazard Working Group (BHWG).

1.2.1.2.1. Function. Collects, compiles, and reviews data on bird/wildlife strikes. Identifies and recommends action to reduce hazards. Recommends changes in operational procedures.

1.2.1.2.2. Authority. The BHWG submits all recommendations to the 319 ABW/CV for approval. Implementation is through the normal chain of command.

1.2.1.2.3. Composition. The chairman is the 319 ABW/CV. As a minimum, the group will consist of the following representatives: 319 ABW/CV, OSS/CC, 319 ABW Flight Safety, Airfield Manager, Airfield Operations Flight Commander, Civil Engineering CEAN, and representatives from other tasked organizations (Attachment 2) as required. A representative from CBP UASOC-ND and any other tenant flying organizations should be invited to attend.

1.2.1.2.4. Meeting Schedule. The BHWG will meet prior to entering BASH Phase II (Chapter 4), but not less than semiannually, or as deemed necessary by the chairman of the BHWG. The BHWG will meet separate from the Quarterly Airfield Operations Board.

1.3. Specific Hazards

1.3.1. Waterfowl. Canada geese, snow geese, and assorted ducks present a significant hazard to the Grand Forks flying environment. The presence of waterfowl on the airfield is elevated during migration season (both spring and fall). Monitoring online hunting websites for the region will typically yield the best information on bird migration trends. To mitigate the risk of waterfowl aircraft strikes Grand Forks AFB typically implements BASH Phase II (discussed later) during spring and fall migration seasons.

1.3.2. Swallows. During the summer months the majority of aircraft bird strikes are caused by swallows. Success in reducing the number of swallow strikes has been achieved by persistent removal of nests from buildings next to the flight line. Methods for removal include high pressure water for buildings with high eaves or a scraper tool with a long handle for buildings with lower eaves. Additionally, if applied early in the year, a bird proofing repellant can be added to problematic buildings to prevent nests from being constructed.

1.3.3. Deer. Deer occasionally find their way into the airfield interior area where they pose a risk to aircraft on the runway. Airfield gates are to be closed to prevent deer from entering the airfield. Fence's shall be inspected and repaired as needed to eliminate deer from entering the airfield as well. When multiple deer do enter the airfield area, depredation may become necessary to remove the hazard. Depredation should only be accomplished with the permission of the Base Commander and will be coordinated with Wing Safety, the Airfield Manager and the Civil Engineer Squadron.

2. TASKS AND RESPONSIBILITIES

2.1. 319 ABW/CV (Vice Wing Commander).

2.1.1. Chairs BHWG or designates a representative.

2.1.2. Approves recommendations of the BHWG.

2.2. 319 ABW/SEF (Wing Flight Safety).

2.2.1. 319 ABW/SEF is the OPR for the BASH Program.

2.2.2. Ensures base-wide compliance with AFI 91-202, U.S. Air Force Mishap Prevention Program and references guidance in AFPAM 91-212 Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques to implement BASH measures for the base.

2.2.3. Ensures all bird/wildlife aircraft strikes and hazards occurring on base are reported in accordance with AFI 91-204, *Safety Investigations and Reports* and AFI 91-223, *Aviation Safety Investigations and Reports*. Reports should be entered into AFSAS and tracked locally. Flight safety offices of the organization owning the aircraft will report bird/wildlife strikes. Strikes occurring to non-USAF DoD aircraft at Grand Forks AFB will be reported by 319 ABW/SEF. Strikes occurring at Grand Forks AFB to non-DoD

aircraft (including civilian and DHS) do not need to be reported in AFSAS but should be tracked locally to observe BASH trends on base.

2.2.4. Forwards non-fleshy bird remains (feather, beak, or foot) to the Smithsonian Institution in Washington D.C. for identification.

2.2.5. Complete an annual review of this instruction and forward to HQ AMC/SEF electronically no later than 1 October each year. The BASH plan will be published on the unit safety web page. Send the address to AMC/SEF when completed/changed.

2.2.6. Ensure that building custodians for buildings near the flight line (buildings West of Eielson Rd) inspect facilities weekly between May and August for swallow nests. If possible, inactive swallow nests and those without eggs shall be removed by the custodian. Before removing nests with eggs or to request assistance with difficult to reach nests contact Wing Flight Safety (DSN 362-4114). Wing Flight Safety will coordinate active nest removals with 319 CES/CEAN (DSN 362-4774) to ensure permit compliance. Only subpermittees listed on the BASH Fish and Wildlife depredation permit are authorized to remove active nests or those with eggs. Wing Flight Safety, Airfield Management Operations and CES Pest Management have authorized subpermittees.

2.2.7. Coordinates with Airfield Management Operations, recommends Bird Watch Condition (BWC) upgrades and downgrades when it is appropriate to do so.

2.3. 319 ABW/CP (Command Post).

2.3.1. Disseminates bird watch conditions for GFAFB, (Chapter 4).

2.3.2. Notifies 319 OSS/CC of all upgrades and downgrades to the Bird Watch Condition (BWC).

2.3.3. When an aircrew encounters or calls in bird activity, Command Post will notify Airfield Management and Air Traffic Control.

2.3.4. Notifies Wing Flight Safety via telephone (DSN 362-4114) or via email (319ABW.SEF@us.af.mil) when the Bird Watch Condition (BWC) is elevated to Moderate or Severe.

2.3.5. Notify all inbound crews when Bird Watch Condition is Moderate or Severe on initial UHF/VHF/SATCOM contact. During Bash Phase II operations always notify aircrews of Bird Watch Condition on initial contact.

2.3.6. Coordinate requests for training at Grand Forks AFB by transient crews with 319 OSS/CC during Bird Watch Condition Moderate or Severe.

2.4. 319 OSS/CC (Operations Support Squadron Commander).

2.4.1. Issues specific guidance to the Command Post concerning actions required to implement this plan (Chapter 4).

2.5. Aircrew (Reserved for future use)

2.6. 319 OSS/OSAA (Airfield Management Operations).

- 2.6.1. Declares Bird Watch Condition (BWC) codes (as defined in AFI 91-202_AMCSUP1) based on bird activity at the airfield.
- 2.6.2. Acts as central authority in downgrading the bird watch condition when it is safe to do so.
- 2.6.3. Disseminates changes in Bird Watch Condition to Command Post, Tower, RAPCON.
- 2.6.4. Notifies tower of hazardous wildlife activity on or around the airfield.
- 2.6.5. Conducts daily airfield surveys. Non-fleshy bird remains (feather, beak, or foot) found on the airdrome will be forwarded to Wing Safety.
- 2.6.6. Disseminates BWC MODERATE and SEVERE and BASH Phase II procedures via NOTAM.
- 2.6.7. Maintains a log of airfield Bird Watch Condition changes to be used for data collection and reporting. This log should be forwarded to Wing Safety each month.
- 2.6.8. Provides training for individuals authorized to disperse or depredate wildlife, and/or operate or transport airfield pyrotechnic devices. Documentation will be entered in individual's training records. Prior to use of shotguns or pellet guns individuals must be trained by Security Forces.
- 2.6.9. Conducts all depredation activities in compliance with the BASH Fish and Wildlife Depredation permit.

2.7. 319 OSS/OSAB/D (Tower/RAPCON).

- 2.7.1. Reports observed bird activity and BWC changes to Base Operations, the Airfield Manager, or his designated representative.
- 2.7.2. Air Traffic Controllers will broadcast BWC in accordance with governing directives. Periods of heavy migratory activity (Phase II) will be announced on the ATIS. For other than AMC aircraft, continued operations are at their discretion, and in accordance with their command directives.
- 2.7.3. Provides Airfield Management/Flight Safety expeditious access to the runway under BWC MODERATE or SEVERE and as required.
- 2.7.4. Identifies radar targets as possible bird activity when appropriate to provide warning to pilots.
- 2.7.5. Recommends missed approaches or delayed takeoffs when visual bird hazards appear on the airfield or in the traffic pattern.
- 2.7.6. Air Traffic Control will modify aircraft track and/or altitude once a bird strike or bird sightings are reported at pilot request.
- 2.7.7. Immediately notify Airfield Operations when an aircrew reports elevated bird activity at Grand Forks AFB.

2.7.8. Coordinate requests for training at Grand Forks AFB by transient crews with 319 ABW/CC (or designated representative) during Bird Watch Condition Moderate or Severe.

2.8. 319 CES (Civil Engineer Squadron).

2.8.1. Applies for and maintains depredation permits.

2.8.2. Collects Nest Removal Tracking Sheets and produces annual reports to the Federal Fish and Wildlife Service.

2.8.3. Provides a Natural Resource representative to the BHWG to monitor and advise the group of environmental modifications.

2.8.4. Develops procedures for removal or control of bird attractants.

2.8.5. Initiates surveys and writes environmental impact assessments and statements as required.

2.8.6. Conducts BASH surveys with Airfield Management and Wing Flight Safety when conditions dictate.

2.8.7. Addresses environmental issues impacting BASH potential.

2.8.8. Uses land management practices reducing BASH potential whenever possible.

2.8.9. Modifies airfield habitat consistent with runway lateral and approach zone management criteria IAW AFI 32-7063, Air Installation Compatible Use Zone. Habitat reduction to reduce BASH beyond the 1000' distance criterion is desired and will further reduce BASH potential.

2.8.10. Incorporates the following practices into the Integrated Natural Resources Management Plan:

2.8.10.1. Grass Height Management. Airfield mowing procedures shall maintain uniform grass height between 7 and 14 inches (refer to the yellow areas on the airfield grass height diagram in Attachment 4). Mowing frequency will be as needed to maintain height requirements. Coordinate mowing with periods of low flight activity. Grass must be cut before it goes to seed to discourage seed eating birds from utilizing the airfield. Long grass discourages flocking species from entering the airfield because reduced visibility disrupts interflock communication and flock integrity and also prevents predator detection. Grass normally should not exceed 14 inches, as high grass will attract some bird species and rodents that in turn attract raptors. Airfields with a variety of grass species may have a fast-growing strain reaching 14 inches sooner than the rest of the airfield. Mowing will be conducted when the average grass height reaches 14 inches. Higher grass height may be allowed if the airfield is leased for hay production (refer to AFI 32-7064). Coordinate all requests outside the normal grounds maintenance contract with 319 CES/CEAN DSN 362-4774 / Commercial 701-747-4774. All herbicides have to be approved prior to use on the installation and all applicators certifications need to be verified.

2.8.10.2. Broad-leafed weed control. Broad leaf weeds will be kept to a minimum on the airfield. Apply herbicides as a last resort after other integrated pest management practices (i.e. mowing and cultivating) as necessary for control of weeds. Broad leaf

weeds attract a variety of birds, may produce seeds or berries, and may limit grass growth.

2.8.10.3. Planting bare areas. Bare areas are frequently used by birds as resting sites and should be eliminated on the airfield. Grass will be planted as necessary and appropriate irrigation maintained until 70% cover is established.

2.8.10.4. Reducing edge effect. Edge effect refers to the highly attractive transition zone between two distinct habitat types (i.e., brush to grassland). The airfield will be maintained as uniformly as possible to reduce this effect.

2.8.10.5. Leveling of airfield. Filling of wetlands is prohibited under EO 11990. Coordinate with 319 CES/CEAN DSN 362-4774 / Commercial 701-747-4774 to determine if the area of proposed action (leveling/filling) is a wetland.

2.8.10.6. Dead vegetation such as brush piles, hay bales, etc., will be covered or removed as soon as possible.

2.8.10.7. Pest control. Invertebrates and rodents provide important food sources for many birds. Civil Engineering Pest Management Section should periodically survey and reduce these pests when required. Pest Management can be contacted at DSN 362-5201 / Commercial 701-747-5201 319 CES Customer Service. The airfield manager should request pest control services when deemed necessary.

2.8.10.8. Drainage ditches. Ditches will be inspected regularly and kept clear and obstacle-free. Ditch sides will be maintained as steeply as possible to discourage wading birds and emergent vegetation. Vegetation will be removed as often as necessary to maintain flow and discourage use by birds. Contact 319 CES at DSN 362-5201 / Commercial 701-747-5201 for work requests involving ditch maintenance.

2.8.10.9. Erosion control vegetation. Appropriate vegetation should be used for the region and should support the BASH reduction philosophy--i.e. do not control erosion-using plants, which produce seeds at heights below 14-18 inches.

2.8.10.10. Agricultural crop outleasing. Outleasing of crops should be consistent with BASH reduction philosophy. Hay is a suitable crop for runway lateral and approach clearance zones when properly managed. Refer to AFI 32-7064 for program requirements.

2.8.10.11. Eliminate roosting sites. Vegetation management of roost sites will control blackbird and starling roosts where possible. Trees will be pruned to reduce the number of perches available, and entire trees or stands removed if necessary.

2.8.10.12. Removal of birds from buildings and hangars. Rock pigeons, house sparrows, swallows and starlings frequently live in buildings and hangars and must be excluded from buildings. Denying access by screening windows, closing doors, and blocking entry holes is most effective. Other methods to be considered:

2.8.10.12.1. "Bird-Proof" gel, liquid, or granule. A sticky repellent manufactured by Bird-X. CES Pest Management will survey bird roosting sites and apply appropriate Bird-Proof products in locations that will affect the greatest number of birds.

2.8.10.12.2. Pellet Guns. Shoot only permit-listed birds for a short-term solution for immediate relief due to mission need. Only permit subpermittees are authorized to take birds. Experience shows all birds cannot be removed using this technique. Proper safety equipment is necessary. A depredation permit is required for all birds except rock pigeons, house sparrows, and European starlings. Refer to 50 CFR 10.13 for a complete list of all protected bird species. Use depredation as a last resort. Prevention and exclusion methods must be exhausted prior to killing as indicated on permit rules.

2.8.10.12.3. Netting. Install under superstructure to exclude pest birds from roosting areas. Ensure no gaps or holes are present for birds to get through.

2.8.10.12.4. "Flight Control". Goose repellent, sprayed on grass is particularly effective in sewage lagoon area.

2.8.10.12.5. Trapping/Removal. Individual permits are required for this action; contact 319 CES/CEAN to obtain these permits. Use live traps baited with food and water to trap pest birds. Birds can be released away from the hangar.

2.8.10.12.6. Design features. Consider structures with the support features located on the outside of the building to greatly reduce bird numbers. Consider this design when planning a new hangar.

2.8.10.12.7. Door Coverings. Use netting or plastic strips suspended over the doors to exclude birds. Ensure no tears or holes are present to allow birds hangar access.

2.8.10.12.8. Sharp Projections. Use in limited areas such as ledges, overhangs, or small places where birds cannot be allowed. Expense prohibits their use over the entire structure.

2.8.10.12.9. Water/Air Harassment. Use high-pressure air or water to make hangars an undesirable roosting site. Persistence is the key. (Permit required)

2.8.10.12.10. Bird Nest Removal. Use water or other means to wash/remove nests from hangars and buildings during nest construction IAW Chapter 2 of this plan and the wildlife permit.

2.8.10.13. Other animal hazards to aircraft. Use methods to prevent animal entry to the airfield. Keep airfield gates closed to the maximum extent possible, install gate/fence deterrents, and improve fencing for deer and coyote exclusion. Use trapping methods or shooting for problem animals as a last resort. When necessary, cement fence posts, add height to fencing, and fill in low areas. Low areas shall be evaluated prior to filling to determine if wetlands exist. Coordinate with 319 CES/CEAN at commercial 701-747-4774/DSN 362-4774 to obtain required individual permits for animal removal or activities affecting wetlands. Wetlands are protected under EO 119990. Individual permits are required specifically for animals not listed on the installation depredation permit, and each animal must be treated on a case-by-case basis (such as deer). Improve fencing for deer control. Cement fence posts when necessary, add height to fencing and fill in low areas.

2.9. **319 SFS (Security Forces Squadron):** Provide shotgun training for animal depredation. Individuals will be identified by Airfield Management and/or 319 ABW/SE.

2.10. CBP UASOC-ND

2.10.1. Participation in the 319 ABW Bird/Wildlife Aircraft Strike Hazard Plan is highly encouraged.

2.10.2. UASOC-ND aircrews should report bird or other wildlife activity to the control tower.

2.10.3. CBP UASOC-ND maintenance and flight crews are encouraged to report all bird strikes to 319 ABW/SEF. 319 ABW/SEF will provide bird remains collection materials and training to UASOC-ND maintenance and assist in collection as requested by UASOC-ND maintenance.

3. REPORTS AND FORMS

3.1. General. This chapter outlines the procedures and forms required to report bird strikes IAW AFI 91-202 and 91-204, and to enhance the BASH programs at GFAFB.

3.2. AFI 91-202, NON DAMAGING BIRD STRIKE REPORT. The Safety Office will compile all reported bird strike data from completed AF Form 853.

3.3. AFI 91-204, DAMAGING BIRD STRIKE REPORT. Bird strikes resulting in reportable aircraft damage are reported by 319 ABW/SEF to appropriate agencies IAW AFI 91-204.

3.4. Attachments.

3.4.1. Bird Condition Tracking Sheets to be completed for each BWC change.

3.4.2. Depredation/Nest Removal Tracking Sheet to be completed and forwarded to 319 CES/CEAN for annual report to U.S. Fish and Wildlife Service.

3.5. Bird Remains Identification.

3.5.1. Non-fleshy bird remains taken from aircraft or airfield following bird strikes will be forwarded to the Wing Safety Office. Small remains such as downy feathers can be used for positive identification, and are not to be discarded.

3.5.2. The Wing Safety Office will forward all remains to the BASH Team for identification:

Smithsonian Institution Natural History Building
Division of Birds, ATTN: Dr. Carla Dove
NHBE 605 MRC 116
10th and Constitution Ave NW
Washington D.C. 20560

4. BIRD HAZARD WARNING SYSTEM

4.1. General. This operation establishes procedures to be used for immediate exchange of information between ground agencies and aircrews concerning the existence and location of birds which could pose a hazard to flight safety.

4.2. Bird Watch Conditions. The following terminology will be used for rapid communication to disseminate bird activity information and implement unit operational procedures. Bird locations should be given with the condition code. Phase periods are determined by the BHWG.

4.2.1. PHASE I period. Indicates light bird activity. (Normally December-March and June-August)

4.2.2. PHASE II period. Indicates heavy bird activity. (Associated with migratory seasons – normally Spring: April-May, Fall: September-November.)

4.2.3. Bird Watch Condition Definitions (aircrew procedures for each condition are listed in 4.5.2.2 – 4.5.5).

4.2.3.1. Bird Watch Condition LOW. Bird activity on and around the airfield representing low potential for strikes.

4.2.3.2. Bird Watch Condition MODERATE. Bird activity near the active runway or other specific location representing increased potential for strikes. BWC moderate requires increased vigilance by all agencies and supervisors, and caution by.

4.2.3.3. Bird Watch Condition SEVERE. Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

4.2.3.4. Bird Watch Alert. Weather, time of day, and seasonal conditions which make an influx of birds onto the airfield likely.

4.2.4. Declaration of a bird watch condition will be based on any of the following:

4.2.4.1. Information relayed by airborne aircraft to ATC or Command Post.

4.2.4.2. Ground observations and information passed to the Airfield Manager or his designated representative, the Tower Watch Supervisor, or the Wing Flight Safety Office.

4.2.4.3. Bird strike risk and trend information from the United States Avian Hazard Advisory System (www.usahas.com).

4.3. Authority. During normal flight operations the authority to upgrade the bird watch condition is vested with the Airfield Manager or his designated representative, the Senior Air Traffic Controller, and/or the Wing Flight Safety Office. The Airfield Manager (or designated representative) is the central authority in downgrading the BWC. Upgrading the BWC should err on the side of safety, and can be declared based on ground observations, pilot reports, radar observations, etc. Before downgrading the BWC, the Airfield Manager should consider all available resources.

4.4. Communications. Bird watch conditions will be disseminated by the following means: During periods of flight operations, bird watch conditions will be posted at Base Operations. For any changes in the BWC, Base Operations will be the primary point of contact. When the Bird Hazard Condition changes, the Airfield Manager will dispatch the Bird Harassment Team for investigation and dispersal. Base Operations will notify the Tower, Command

Post, and RAPCON. Command Post will notify Wing Safety and the Predator Operations Center (POC) 747-8116.

4.4.1. Base Operations personnel will post a NOTAM for BWC MODERATE or SEVERE. During Phase I, current bird conditions other than low will be included in the Automatic Terminal Information Service (ATIS) broadcasts. During Phase II, ATIS will always state the current BWC and, if available, the corresponding trend data as obtained from the United States Avian Hazard Advisory System (www.usahas.com).

4.5. Aircrew Responsibilities and Procedures (reserved for future use).

4.5.1. Aircrew Planning.

4.5.1.1. USAF aircrews (reserved for future use).

4.5.1.2. UASOC-ND aircrews responsibilities and procedures for bird avoidance and mitigation will be set by the Director of Air Operations, UASOC-ND.

4.6. Procedures for Command Post. If a bird activity report is received from airborne aircraft, notify Airfield Management and complete appropriate checklist.

4.7. Downgrading. Once a BWC is declared every effort must be made to downgrade the condition commensurate with updated information. **Any recommendations to downgrade the bird watch condition must be coordinated through Base Operations.** Base Operations (Airfield Manager or designated representative) will approve the downgrading and notify OSS/CC, Tower, RAPCON, and Command Post.

4.8. Airfield Management Procedures. During normal airfield surveillance, airfield management will monitor bird populations, grass height, drainage ditches, etc., and report problems to the appropriate OPRs for modifying or eliminating the problem(s). HQ AMC and locally developed metrics will be used to report bird watch conditions and harassment actions taken to the BHWG.

4.9. Depredation. Any requirement for killing birds/wildlife and the desired method of depredation will be determined jointly by Airfield Management, Wing Safety Office, the Civil Engineer Squadron and Security Forces (if firearms are to be used). Once established, CES will ensure proper permits are procured from state and federal agencies prior to depredation activity. State and federal agency assistance is desirable. Personnel will notify the Base Defense Operations Center at 747-5351 prior to initiating depredation operations.

DONALD L. SHAFFER, Colonel, USAF
Commander, 319 Air Base Wing

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-2KC-135 Vol 3, *C/KC-135 Operations Procedures*, 15 October 2010

AFI 32-1053, *Pest Management Program*, 23 June 2009

AFI 32-7042, *Solid and Hazardous Waste Compliance*, 31 March 2010

AFI 32-7063, *Air Installation Compatible Use Zone*, 17 November 2009

AFI 32-7064, *Integrated Natural Resources Management*, 17 September 2004

AFI 91-202, *The US Air Force Mishap Prevention Program*, 24 March 2011

AFI 91-204, *Safety Investigations and Reports*, 24 September 2008

AFMAN 10-401V2, *Planning Formats and Guidance*, 01 May 1998

AFMAN 33-363, *Management of Records*, 01 March 2008

AFMAN 91-223, *Aviation Safety Investigations and Reports*, 09 August 2006

AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, 01 February 2004

DOD 4150.7, *Pest Management Program*

UFC 3-260-01, *Airfield and Heliport Planning and Design*

BASH Team Staff Assistance Visit Reports

Field Guides to Regional Birds

Compiled Listing of Base Bird Strikes

Prescribed Forms

There are no forms prescribed by this publication.

Adopted Forms

AF Form 853, *Air Force Wildlife Strike Report*, 15 Oct 2005

AMC Form 97, *AMC In-flight Emergency and Unusual Occurrence Worksheet*, 1 May 2003

AF IMT 847, *Recommendation for Change of Publication*, 22 Sep 2009

Abbreviations and Acronyms

ABW—Air Base Wing

AC—Aircraft Commander

AFMAN—Air Force Manual

AFI—Air Force Instruction

AFPAM—Air Force Pamphlet

AFSC—Air Force Safety Center

AMC—Air Mobility Command

ATC—Air Traffic Control

ATIS—Automatic Terminal Information Service

BAAP—Bird Avoidance Action Planner

BAM—Bird Avoidance Model

BASH—BIRD/WILDLIFE AIRCRAFT STRIKE HAZARD

BHWG—Bird Hazard Working Group

CBP—U.S. Customs and Border Protection

CC—Commander

CES—Civil Engineer Squadron

GFAFB—Grand Forks Air Force Base

GFAFBI—Grand Forks Air Force Base Instruction

HQ—Headquarters

IAW—In Accordance With

MXG—Maintenance Group

OG—Operations Group

OPR—Office of Primary Responsibility

POC—Predator operations Center (CBP)

RDS—Records Disposition Schedule

TACC—Tanker Airlift Control Center

TAD—Tactical Arrivals and Departures

USAHAS—United States Avian Hazard Advisory System

Terms

Accountable Forms—Forms that the Air Force stringently controls and which cannot be released to unauthorized personnel, since their misuse could jeopardize DOD security or result in fraudulent financial gain or claims against the government.

Administrative Change—Change that does not affect the subject matter content, authority, purpose, application, and/or implementation of the publication (e.g., changing the POC name, office symbol(s), fixing misspellings, etc.).

Approval Authority—Senior leader responsible for contributing to and implementing policies and guidance/procedures pertaining to his/her functional area(s) (e.g., heads of functional two-letter offices).

Authentication—Required element to verify approval of the publication; the approval official applies his/her signature block to authenticate the publication. The signature block includes the official's name, rank, and title (not signature).

Attachment 2

TASKED ORGANIZATIONS

Tasked organizations are members of the BHWG. The tasked organizations will designate primary and secondary members.

A2.1. Organizations.

A2.1.1. 319 ABW/CV

A2.1.2. 319 ABW/SEF

A2.1.3. 319 ABW/CP

A2.1.4. 319 OSS

A2.1.5. 319 CES

A2.1.6. 319 SFS

Attachment 3

DISTRIBUTION

A3.1. Addresses (No. Copies).

A3.1.1. HQ AFSC/SEF, Kirtland AFB, NM (1).

A3.1.2. HQ AMC/SEF, Scott AFB, IL (1).

Attachment 4

AIRFIELD GRASS HEIGHT DIAGRAM

Figure A4.1. Airfield Grass Height Diagram



DEPREDATION AND NEST REMOVAL TRACKING SHEET

Figure A5.1. Depredation and Nest Removal Tracking Sheet

[illegible]